

# Project Reporting on the 2003 Transportation Funding Package

## Introduction

WSDOT prepares information for legislators, state and local officials, interested citizens and the press on the progress of the program funded by the 2003 Transportation Funding Package. Much of the detailed information is maintained on-line on the WSDOT website. The *Gray Notebook*, in these special Beige Pages, highlights each quarter's progress and reports on financial and other program management topics as well as detailed information on key projects.

The Beige Pages for this quarter are organized in the following manner:

- Project Reporting
- Current Project Highlights and Accomplishments
- Project Delivery
- Financial Information
- Program Management Information

We welcome suggestions and questions that can help us strengthen this project delivery and accountability reporting.

Project reporting uses several different tools, including the *Gray Notebook*, web-based Project Pages and Quarterly Project Reports (QPR). There is a Project Page on the website for each major WSDOT project, and QPRs for Nickel funded projects in the 2003 funding package.

### Navigation to the Home Page and the Project Pages

WSDOT's home page can be found at: [www.wsdot.wa.gov/](http://www.wsdot.wa.gov/)

The Home Page (shown below) has several links that allow access to the individual Project Pages the Accountability navigation bar provides access to "hot links" found in the on-line version of the *Gray Notebook*, the Projects navigation bar and direct links to several of the largest projects under the Projects Navigation page. Project pages can also be accessed from any WSDOT web page by clicking on the "projects" tab at the top of every page.



Accountability

Projects

Project Pages

## Project Reporting

### Project Information Roadmap



**Gray Notebook**



**Home Page**

### Project Page

Project Pages report on all WSDOT 2003 Transportation Fund projects. Project Pages provide detailed information updated regularly:

- Overall Project Vision
- Financial Table, Funding Components
- Roll-up Milestones
- Roll-up Cash Flow, Contact Information
- Maps and Links QPR
- Quarterly Project Reports

Quarterly Project Reports summarize quarterly activities:

- Highlights
- Milestones
- Status Description
- Problem Statement
- Risk Challenges
- Project Costs/Cash Flow
- Contact Information



### Project Pages

Project Pages contain information on all aspects of a specific project. An existing Project Page is shown below.

Project Pages provide details on overall project vision, funding components, financial tables, milestones, status description, problem discussions, risk challenges, forecasting, maps, photos, links and more.

Currently, approximately 140 Project Pages provide on-line updates.

Quarterly Project Reports (QPR) are accessible through a link on the Project Page.

Project pages provide a summary of the project status to date and are updated regularly to the best of WSDOT's ability.

Project pages can be found at:

[www.wsdot.wa.gov/projects/](http://www.wsdot.wa.gov/projects/)



# Current Project Highlights and Accomplishments

## Contract Advertising and Awards

This is WSDOT's fourth quarterly report of the delivery of the 2003 Transportation Funding Package. This report also reflects adjustments adopted by the legislature in the 2004 Supplemental Transportation Budget.

The following project information is gathered from a variety of sources within WSDOT and is principally the responsibility of the various regional administrators and their project teams. A team of senior WSDOT managers from Olympia meet in each region every quarter to perform due diligence on progress and status for each project and to offer assistance, support, and coordination on issues or problems arising with any project. This process also prepares headquarters staff to discuss project status with legislative members and staff and to report firsthand to the Secretary and the Transportation Commission.

### **Projects Advertised:**

One project (I-90 Cle Elum River Bridge) was advertised this quarter as scheduled. One project (U.S. 395, North Spokane Corridor - Francis Avenue to Farwell Street) was advertised early this quarter after a short delay from its original schedule, owing to a right of way issue described in last quarter's *Gray Notebook*. The second phase of a project for which the first phase was previously advertised (SR 16 HOV Improvements Olympic Drive and Union Avenue) also went on ad. One project (SR 7/SR 507 to SR 512-Safety) for reasons described on page 8 was not advertised as scheduled.

### **I-90, Cle Elum River Bridge**

This project will increase the vertical clearance of the westbound Cle Elum River Bridge on I-90. The contract was advertised for bid on March 15, 2004 and will be awarded to the contractor in May 2004. The estimated completion of this project is August 2004.

### **U.S. 395, North Spokane Corridor - Francis Avenue to Farwell Road**

The first of the four contracts for U.S. 395 North Spokane Corridor, Farwell Road Lowering, was advertised in January 2004 and awarded on March 8, 2004 for \$4.9 million, 16% under the engineer's estimate of the planned budget amount for this phase. (The second contract, Gerlach to Wandermere, is on schedule for advertisement in November 2004).

### **SR 16 HOV Improvements - Olympic Drive to Union Ave**

The contract for the second phase of this project, Union Avenue to Jackson Avenue was advertised to bidders in March 2004 and is scheduled to be complete by June 2007. Also, the Center Street Off Ramp to Jackson was combined with this project to reduce administrative costs. (The SR 16 HOV project has three phases. The first phase of this project was advertised in quarter two.)

### **Other Capital Programs:**

#### **Columbia Center Blvd. Railroad Crossing /City of Kennewick**

This project will replace an existing at-grade railroad crossing with a grade-separated crossing. The contract was advertised for bids in March 2004 and is on schedule for award in April 2004.

## **Biennium To Date Summary**

**As of March 31, 2004, 17 highway projects under the 2003 Transportation Funding Package had been advertised.**

### **These projects are:**

- I-5 Salmon Creek to I-205
- SR 9/SR 528 Intersection - Signal
- SR 16, HOV - Olympic Drive to Union Ave - (Two of the three phases have been advertised)
- I-90, Highline Canal to Elk Heights
- I-90, Ryegrass Summit to Vantage
- I-90, Argonne to Sullivan Road (Pines)
- I-90, Eastbound Ramps to SR 18 - Signal
- I-90, Cle Elum River Bridge
- 97A, Entiat Park Entrance - Turn Lanes
- SR 124/East Jct. SR 12 - Reconstruction
- SR 161, 234th Street to 204th Street E
- I-182/U.S. 395 I/C - Roadside Safety
- SR 203, NE 124th/Novelty Rd. Vic.
- U.S. 395, Kennewick Variable Message Sign
- SR 500, E 112th Ave. - Interchange
- SR 527, 132nd St. SE to 112th St. SE
- U.S. 395/NSC - Francis Avenue To Farwell Road

**Sixteen of the projects had been awarded to their low bidders as of March 31, 2004, (all except I-90 Cle Elum River Bridge). The total of the award amounts for the sixteen projects is \$116 million. The total of the pre-bid engineers estimate for the construction contracts for the 16 projects was \$122 million.**

**Three projects scheduled to be advertised prior to March 31 have not been advertised. The circumstances of these three projects are as follows:**

- SR 522/I-5 to I-405 Multi-Modal Project - Because of coordination work with the City of Lake Forest Park as described in the *Gray Notebook* for December 2003.
- SR 7/SR 507 to SR 512 - Safety - Because of right-of-way issues as described in the *Gray Notebook* for December 2003.
- I-5 Noise Wall - Because of design issues as described in the *Gray Notebook* for September 2003.

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## **Project Highlights**

### **Projects Awarded Based on Previous Advertisements:**

#### **SR 124, East Junction U.S. SR 12 – Reconstruction**

This project was awarded on January 20, 2004 for \$142,000. Construction on the project includes removing the existing asphalt pavement and construction of the sub grade in preparation for paving of the new roadway. The project is on schedule and will be open to traffic in April 2004.

#### **SR 203, NE 124th Novelty Road Vicinity**

This project was awarded on January 26, 2004 for \$2 million. The pre-construction conference has been held and the contractor is scheduled to start work in early May. For approximately one week this summer, NE 124th Street will be closed while the contractor raises the county road to meet the roundabout grade. The roundabout is expected to be open to traffic in October of 2004.

#### **U.S. 395, Kennewick Variable Message Sign**

The project was awarded on January 20, 2004 for \$109,000, which is \$31,000 less than the engineers estimate for the project. The bridge support brackets for the variable message sign and the camera pole have been ordered by the contractor. As anticipated, contract time has been suspended to allow time for the procurement of materials that could not be manufactured until ordered by the contractor. Work will resume in early May as material and equipment become available. The project remains on schedule and the improvements should be installed for use by August 2004.

#### **SR 527, 132nd Street SE to 112th Street SE**

The project was awarded on March 1, 2004 for \$18.9 million. WSDOT is doing the construction work with the City of Everett purchasing the right of way. The contractor is scheduled to start work in early May 2004 and the project is expected to proceed on schedule.

### **Construction Highlights**

Several of the highway projects funded by the Nickel Account are now under construction. More details can be found in the respective on-line Project Pages at [www.wsdot.wa.gov/projects](http://www.wsdot.wa.gov/projects).

### **Highway Construction Program**

#### **I-5, Widen Each Direction From Salmon Creek to I-205**

Work on this project remains within the budget and on schedule. The NE 129th Street Bridge crossing over I-5 was demolished to prepare for the new bridge at the same location. Eight-foot diameter shafts have been completed and the contractor has started working on several retaining walls that will raise NE 129th Street. Abutments and curtain walls in addition to the temporary I-5 detour bridge are currently being constructed by the contractor. WSDOT is working on establishing the size, type, location and the

construction schedule for constructing a \$1.7 million noise wall approved by the 2004 Transportation Supplemental Budget.

#### **SR 9/SR 528 Intersection - Signal**

The contractor began work on February 2, 2004. This work includes roadway excavation, removal of trees and clearing of shrubs. The signal poles have been installed and conduit for the signal wires are in place. The project was placed on winter shutdown on March 4, 2004 to wait for dry weather. Work is scheduled to resume in early May 2004. To date, the project is on schedule for completion in November 2004 and is within budget at approximately 28% physical completion. Remaining work consists of earthwork, surfacing, and paving for the widening, installing signal mast arms, pulling wire, and turning on the signals. The traffic signal is expected to be operational by late May or early June.

#### **I-90, Highline Canal to Elk Heights - Truck Passing Lanes**

This project constructs a truck climbing/passing lane on eastbound I-90, east of the Indian John Rest Area. Work resumed March 15, 2004 after the winter suspension. Construction activities include excavation for the new lanes and foundation work in preparation for widening the Highline Canal Bridge.

#### **I-90, Ryegrass Summit to Vantage - Truck Passing Lanes**

The contractor was able to resume work on March 8, 2004, after the winter shutdown. The first focus of work, primarily in March, involved the upcoming detour. This will include minor widening of the eastbound lanes, placement of concrete traffic barrier, and striping. Nearly one mile of the additional lane and modifications to the Ryegrass Rest Area ramps are already completed and now open to traffic.

#### **I-90, Build Lanes from Argonne to Sullivan Road**

This project constructs one additional lane in each direction on Interstate 90 from Argonne Road to Sullivan Road in the Spokane Valley. After a winter shutdown, good weather conditions allowed construction work to re-start on February 23, 2004. Eastbound traffic was moved to temporary lanes on March 13, 2004. Work can now start on the reconstruction of the eastbound lanes including drainage, noise walls, signing and illumination. Eastbound construction and all ramps will be completed by November 1, 2004.

#### **U.S. 97A, Entiat Park Entrance - Turn Lanes**

Ground-breaking occurred on schedule in April 2004. This project was joined with the Wenatchee North Paving project to result in expected savings of approximately \$60,000. The Entiat Park Entrance turn lanes should be fully operational for holiday travelers before Memorial Day weekend. There will be minor work remaining after the opening, which should be completed before July 4, 2004.



## **Current Project Highlights and Accomplishments**

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### **Project Completions and Other Highlights**

#### **SR 161, 234th Street to 204th Street East**

This project is the first of two phases. It was awarded in late-December 2003 and is expected to be completed by December 2005. This project will widen the highway from one lane to two lanes in each direction and enhanced roadside safety features throughout the corridor. Grading work on the first contract, 234th Street East to 204th Street East, will begin May 2004 once restrictions for high ground water are lifted.

#### **SR 500, NE 112th Avenue - Interchange**

This project will construct a new interchange on SR 500 at NE 112th Ave/Gher Road. The project remains on schedule and within budget and is approximately 43% complete. Retaining walls and embankments for the two structures are progressing. Girders for the main structure were placed in late March and early April with three nighttime closures of NE 112th Ave. Girders were placed for the eastbound “fly-over” bridge in January 2004 and the bridge deck is expected to be complete by May 2004. The bridge deck for the main structure is expected to be complete by July 2004. Construction continues on the noise barrier along the I-205 ramp and has begun for a noise barrier on SR 500 to the east of NE 112th Ave.

#### **Other Highway Project Highlights:**

##### **SR 99, Alaskan Way Viaduct**

The project reached an important milestone on March 31, 2004 with the release of the Draft Environmental Impact Statement (DEIS) WSDOT, the City of Seattle and the FHWA, and the start of the 60 day public review comment period. This DEIS was written in a “reader friendly” format to engage public discussion as well as meet all legal requirements. The DEIS was delivered on time and under budget. Completion of this document will keep the project on schedule to pursue evaluation of alternatives.

##### **I-5 Noise Wall**

This project is in Seattle near the end of SR 520 and Roanoke Street. The project is currently in the design phase and will be advertised in early summer 2004 with a construction start in late summer.

#### **Other Capital Programs:**

##### **Edmonds Multimodal Terminal**

This is a WSDOT-local agency partnership in which WSDOT will transfer \$7.8 million in bond proceeds to the City of Edmonds. The funds will be used to purchase property for the proposed Edmonds Multimodal Terminal. Project activities are currently focused on tribal and environmental issues. The environmental clean-up appraisal report of the Unocal property has been completed and shared with the City of Edmonds. Negotiations with the Tribes are underway and a draft settlement has been agreed to by the Tribes. A formal mitigation plan is pending.

##### **Mukilteo Multimodal Terminal**

WSDOT has evaluated various concepts for the new multimodal facility in conjunction with the funding and operational preferences of the Consortium Partners’ objectives. To coordinate the two projects, the draft master plan report was distributed for review to the Mukilteo Project Team and the Port of Everett Boeing Barge Dock Team. WSDOT is negotiating with the consulting team to take the project through the environmental process and preliminary design. In order to, minimize traffic backing onto SR 525, a “queue” analysis indicates that terminal improvements need to be complemented prior to the addition of a third vessel on the route.

# Project Delivery

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## Proposed Adjustments to Delivery Planning

Meeting schedule, budget and scope expectations is an important element in WSDOT's delivery of the projects in the 2003 Transportation Funding Package. Planning and design activities for specific projects sometimes identify the need to make adjustments to construction delivery spending schedules. Some of these adjustments will have no impact on critical start or completion dates. Others may require adjustments to critical dates. In the 2004 Supplemental Budget, the Legislature provided additional management flexibility to the Transportation Commission, allowing projects with emergent needs to be modified within overall legislative guidelines. The legislature also approved several such proposed adjustments WSDOT had already offered.

### **Highway Construction Program:**

#### **I-5/I-205, NE 134th Street Interchange**

WSDOT proposes to advance \$800,000 in the spending plan for early purchase of a right of way parcel that is essential to project completion. This property is currently for sale and its purchase now would avoid development that could inhibit project completion. The advancement of funds will not increase the total project cost. Under the flexibility provision granted in the 2004 Transportation Supplemental Budget, WSDOT will request that the Transportation Commission appropriate the spending plan change at its May meeting.

### **Opportunities and Options for Legislative Consideration:**

#### **Geiger Spur Connection**

Should funds be allocated in the 03-05 biennium to allow WSDOT to begin work on track alignment, design and more complete cost estimating for the Geiger spur track relocation? The Geiger spur is funded for \$3.5 million in construction funds in the 05-07 biennium from the 2003 transportation revenue package. While WSDOT has been given some program management scheduling flexibility in the Highway and Ferry capital programs, the Rail capital program was not given that flexibility, nor were funds provided for the design of the facility.

WSDOT has identified that the originally estimated \$3.5 million will not be enough to purchase the needed right of way and construct the track realignment that is needed, but does not have a firm engineer's estimate on the project, and agrees with the community project advocates that early work on that estimate is desirable. The Airway Heights business community is interested in early resolution of the relocation of the line as its proximity within the Fairchild Airforce Base is undesirable. WSDOT estimates that \$220,000 provided this biennium will allow a preliminary alternative with right-of-way footprint to be developed to include public involvement, an initial environmental investigation and documentation, and a project cost estimate.

## Watch List

### **Watch List Projects: Cost and Schedule Concern**

WSDOT is giving special attention to projects where cost, schedule or scope expectations may be at risk in the project delivery process, sometimes for reasons outside of WSDOT's control. There are three categories of Watch List items presented in the *Gray Notebook*: Items removed from the Watch List, Updated Watch List Projects and New Watch List Items Added. Since concerns regarding these projects are in the early stage, WSDOT evaluates a variety of information before reaching a decision to adjust the cost, scope or schedule.

### **Items removed from the Watch List since December 31, 2003**

#### **Highway Construction Program:**

##### **I-5, Rush Road to 13th Street**

Removed from the Watch List. This projects adds one lane in each direction on I-5 between the interchanges at Rush Road (exit 72) and 13th Street (exit 76), including construction of a new interchange at the current LaBree Road bridge. FHWA approved the new interchange concept described to be in doubt in the September 30, 2003 *Gray Notebook* and work is now proceeding to the scheduled advertisement date.

### **Watch List Projects Update from the "Watch List" ending December 31, 2003**

#### **Highway Construction Programs:**

##### **SR 7/SR 507 to SR 512 - Safety**

Updated from the December 2003 *Gray Notebook*. WSDOT was focused on meeting the current spending plan for this project by striving to complete access permits with property owners in time to meet a spring 2004 advertisement date. Two business owners have filed a lawsuit against the project in Pierce County Superior Court. WSDOT is working with the Attorney General's Office to determine the merits of the alleged claims. Now a request has been received from two State Senators and endorsed by a Pierce County Council Member to hold the project start until 2005. This would give the local jurisdictions time to find additional funding for landscaping and other desirable adjuncts to the project. The project status will be updated in the June 30, 2004 report.

##### **SR 9/SR 522 to 212th Street SE (Stages 1 & 2)**

Updated from the December 2003 *Gray Notebook*. The project remains on the Watch List so that time critical right of way acquisition and environmental permit items can be monitored and reported. WSDOT has retained a Real Estate Services consultant to complete the right of way acquisitions. The design team has prepared alternatives to sequence the construction to work

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### Watch List

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around property acquisition obstacles and allow the contract to be advertised on schedule. Right of way and channelization plans have been finalized. The environmental permit process is underway. The WSDOT design team continues coordination with the Brightwater Wastewater Treatment Plant design team, a major item for the success of this project.

#### **SR 167, 15th Street SW to 15th Street NW - HOV**

Updated from the December 2003 *Gray Notebook*. WSDOT reported that redesigning the project to meet current stormwater standards could increase project costs and delay advertisement. WSDOT has now confirmed the need to provide additional stormwater storage required by local regulations. The project team is currently analyzing how this requirement will affect project cost and schedule. Proposed adjustments will be reported next quarter once all impacts to schedule and cost are known.

#### **SR 270, Pullman to Idaho State Line - Additional Lanes**

Updated from the September and December 2003 *Gray Notebooks*. WSDOT reported that a project cost increase was possible due to rock and soil conditions and the need for bridge modifications. It is anticipated that a project cost increase ranging from \$3 million to \$6 million may be required. The revised project cost estimate is expected to be completed by July 2004. WSDOT is investigating methods to reduce or offset these cost increases. The project remains on the schedule for advertisement in January 2005.

#### **SR 410, 214th Ave East to 234th - Widening**

Updated from the December 2003 *Gray Notebook*. As previously reported, construction costs for this project could increase by millions of dollars or more to accommodate increased real estate acquisition costs for land in the proposed right of way that was recently re-zoned by local authorities for commercial and light industrial uses. The total project cost is now estimated to be \$20.7 million, an increase of \$12.1 million from the current funding level. Given this potential cost increase, WSDOT is now attempting to develop project alternatives that will reduce the scope and will be within the original planned budget. The scope alternatives will be prepared in time for consideration by the 2005 legislature as to the future course of this project.

#### **SR 543/I-5 to Canadian Border - Additional Lanes for Freight**

Updated from the December 2003 *Gray Notebook*. WSDOT reported that a slope redesign eliminated the need for one wall and reduced the height of others which brought the project back within anticipated budget. The project remains on the Watch List due to new issues regarding the acquisition of unique commercial property used for customs brokerages and duty free stores at the border. This may result in increased right of way costs and

a delay in the advertisement date. To accelerate the right of way acquisition process and attempt to keep the project on schedule, WSDOT will use a new approach of retaining "turnkey" Real Estate Services consultants. Right of way costs will be monitored closely as real estate acquisition proceeds.

#### **Other Capital Programs:**

##### **Palouse River & Coulee City Railroad Acquisition**

Updated from the December 2003 *Gray Notebook*. This project would purchase the 302-mile Palouse River and Coulee City Railroad, preserving the state's largest short-line rail grain-hauling system. WSDOT, while continuing negotiations with the railroad, has also completed several public outreach meetings in eastern Washington. Delivery of a benefit and risk assessment plan for WSDOT and Transportation Commission review is scheduled for May. If WSDOT proceeds to acquire the railroad, acquisition is anticipated for July 2004.

##### **Bellingham-GP Area Upgrades**

Updated from the December 2003 *Gray Notebook*. This project would upgrade the existing track through Bellingham's Georgia Pacific (GP) Plant to allow for slightly higher speeds for Amtrak Cascades intercity trains. Due to unanticipated freight business at the mostly closed GP plant since the project scope was developed, the original project scope must now be modified. WSDOT is now in negotiations with Burlington Northern Santa Fe Railway (BNSF) on a modified scope that will achieve the project's intended result.

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### Watch List

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#### New Watch List Items since December 31, 2003

##### **Highway Construction Program:**

###### **SR 24/I-82 to Keys Road**

This project would construct one additional lane in each direction on SR 24 from I-82 to Riverside Road and would include several new structures (including a crossing of the Yakima River) and other improvements. The project is scheduled to be advertised in February 2005. One of the most important project delivery milestones was reached in November 2003 when WSDOT completed an Environmental Assessment under NEPA with regard to the project, clearing the way for the issuance of key construction permits. Recently, however, the City of Yakima has contended that the project must undergo environmental assessment in conjunction with a possible future (unfunded and unprogrammed) project by the Bureau of Reclamation or others to alter levees on the Yakima River in the vicinity of the SR 24 highway project. The City therefore has filed under state law a notice that it has assumed "lead agency status" for preparation of an EIS, that it apparently believes WSDOT should prepare for a larger program of works including both the highway project and the as-yet un-programmed and un-funded reclamation project. WSDOT believes that the City's action rests on misinterpretation or misunderstanding of the legal and factual circumstances. WSDOT has suggested that if the City persists in its course, the SR 24 highway project would be blocked because the EIS envisioned by the City has no project to analyze and no funding or timetable for its preparation, which in any case could not be assisted by WSDOT. WSDOT intends for the moment to continue the right of way and design program for the SR 24 project. However, the situation as it now stands presents a serious threat to the ability on grounds of both schedule and cost to achieve the project in accordance with the expectations established in the 2003 Transportation Funding Package. A meeting between Secretary McDonald and the City Manager on May 17, 2004 provided grounds for continuing discussion. This report will be updated.

##### **Other Capital Programs:**

###### **Ballard Double Track & Crossover**

Burlington Northern Santa Fe Railway (BNSF) has notified WSDOT that it will build the planned improvements using funds received from Sound Transit under the recent agreement for *Sounder* service to reach Everett and will not be asking for state funds. BNSF has requested that the state funds planned for use for the Ballard Double Crossovers project be utilized on another track location in the corridor that will enhance rail capacity. WSDOT will make a recommendation to the Transportation Commission and Legislature in time for the development of the 2005-2007 budget.



# Financial Information

## 2003 Transportation Funding Package Paying for the Projects

The first edition of the Beige Pages (June 2003) included an in-depth discussion of the Legislature's 2003 Transportation Funding Package. The revenue forecast has now undergone several updates since, the 2003 Legislature enacted the funding package, as well as a minor change from a new law, HB 2483, passed during the 2004 Legislative session that affects the distribution of revenue from vehicle title fees. The following information reflects the February 2004 forecast which also includes the impact from the Supreme Court decision on Initiative 776. The financial plans also incorporate the anticipated impact of implementing HB 2483. Further refinements to debt service estimates have also been made.

### Revenue Forecasts

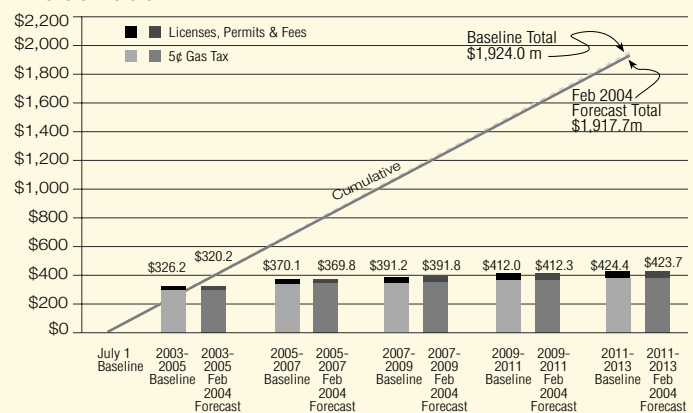
The 2003 Transportation Funding Package enacted by the 2003 Legislature included tax and fee increases. The gas tax was increased by 5¢ per gallon, and gross weight fees on trucks increased by 15%. An additional sales tax on new and used vehicles of 0.3% and a license plate number retention fee were both established. The first two sources are deposited to a new account established in the package called the Transportation 2003 (Nickel) Account. The latter two are deposited to the Multimodal Transportation Account that was established several years ago.

The following charts show the current projected revenues over the next ten years (for the new funding sources) as forecasted in February 2004 by the Transportation Revenue Forecast Council compared to the legislature's assumed 'baseline' projections used in the budget-making process in March 2003. Cumulative ten-year totals and individual biennial amounts are both shown.

Forecast comparisons include actual revenue collection data to date as well as updated projections based on new and revised economic variables. The February 2004 forecast was based on several months of actual revenue receipt information. Gas tax receipts include seven months of actual collections and licenses, permits and fees include six months of receipts. In the Transportation 2003 (Nickel) Account, for the ten-year period, gas tax receipts were up from the November 2003 forecast (+1.1%) and licenses, permits and fees were up significantly (+40.5%) due primarily to HB 2483, which redistributed certain fee revenues, increasing the distribution to the 2003 Transportation (Nickel) account. In the Multimodal Account, licenses, permits and fees projected revenue for the ten-year period dropped from the November 2003 forecast (-1.9%), also due to HB 2483, which moved certain fee revenue out of the Multimodal account and into other transportation accounts.

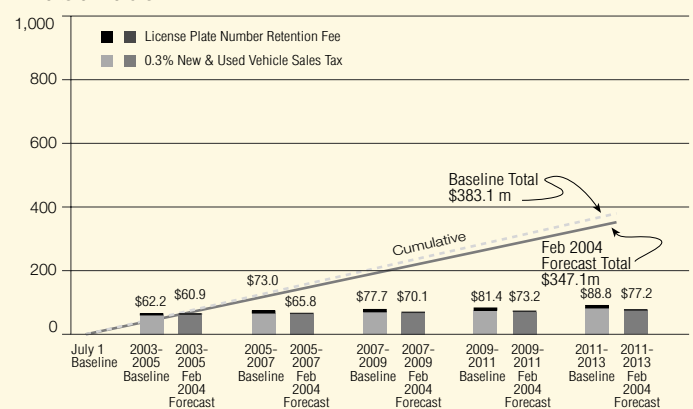
### 2003 Transportation (Nickel) Account Revenue Forecast

March 2003 Legislative Baseline Compared to February 2004 Transportation Revenue Forecast Council with 2004 Legislative Session Impacts  
Millions of Dollars



### New Sources - Multimodal Account Revenue Forecast

March 2003 Legislative Baseline Compared to February 2004 Transportation Revenue Forecast Council  
Cumulative and Biennial Totals  
Millions of Dollars



## Bond Sales Plan for New Authorizations Provided by the 2003 Transportation Funding Package

The 2003 Transportation Funding Package contained two new bond authorizations: a gas tax authorization of \$2.6 billion and a state General Obligation (GO) authorization of \$349.5 million. The proceeds from the new gas tax bonds will be used to fund highway projects. The debt service will be paid by the revenues from the nickel increase in the gas tax. The proceeds from the new state GO bonds will be used to fund rail and ferry projects. Debt service for these bonds will be paid from the Multimodal Account. Receipts from the new 0.3% sales tax on new and used vehicles will be deposited to the Multimodal Account and will augment rental car tax receipts and other fees already directed to this account.

### 2003-2005 Biennium

For the 2003-2005 biennium, the Legislature appropriated \$275 million in proceeds from the new gas tax bonds and \$47.7 million from the state GO bonds. For the 2003 Transportation (Nickel) Account, \$80 million of gas tax bonds were sold in August 2003 and an additional \$25 million were sold in February 2004. Twenty million dollars in General Obligation Bonds were sold in February 2004 for the Multimodal Account. The next bond sale is scheduled for July 13, 2004.

The bond sales plan has changed slightly from the initial report. The table below depicts the revised ten-year bond sale plan. It should be noted that the current plan for Nickel Account expenditures reflect the need to sell less than the full \$2.6 billion authorized. The combined affect of the revenue forecasts, bond sales assumptions and project expenditure assumptions are presented in the next section.

### 10-Year Bond Sales Plan for New Authorizations Provided in the 2003 Transportation Funding Package

Debt service for gas tax bonds will be paid by the Nickel Gas Tax. Debt service for state GO bonds will be paid by the 0.3% sales tax on vehicle sales.

Bond Authorization	Authorization as of July 1, 2003	2003-05 Proceeds appropriated in 03-05 budget*	Projected bond sales plan to support project expenditures and to maintain positive account balances				Total 10-Year
			2005-07	2007-09	2009-11	2011-13	
Gas Tax Bonds SB 6062, Section 1	<b>\$2,600,000,000</b>	\$275,000,000	\$662,000,000	\$746,000,000	\$498,000,000	\$335,000,000	\$2,516,000,000
State GO Bonds SB 6062, Section 7	<b>\$349,500,000</b>	\$47,700,000	\$43,700,000	\$128,700,000	\$89,600,000	\$39,800,000	\$349,500,000
<b>Total</b>		<b>\$322,700,000</b>	<b>\$705,700,000</b>	<b>\$874,700,000</b>	<b>\$587,600,000</b>	<b>\$374,800,000</b>	<b>\$2,865,500,000</b>

2003-05 Bond Appropriations ESHB 1163, Chapter 260, Laws 2003 as amended by ESHB 2474, Chapter 229, Laws of 2004

## Financial Plans for Accounts Supporting the 2003 Funding Package

### Transportation 2003 (Nickel) Account

A new account was established in the state treasury to be the repository of the nickel gas tax and the increases in various vehicle licenses, permits and fees. This account is called the Transportation 2003 (Nickel) Account. Bond proceeds from the \$2.6 billion authorization will be deposited to this account. Uses of the account include cash funding of highway and ferry projects identified by the Legislature and for paying debt service and other associated costs for bonds sold to provide debt financing for highway projects. Since gas tax receipts are deposited to this new account, the uses of the account are restricted to highway purposes as required by the 18th Amendment to Washington's Constitution. The financial plan below, brings together all of the projected Sources (tax revenue, bond proceeds, interest earnings) and Uses (2003-2005 appropriations, 10-year projected program expenditures, and debt service) of the new account.

Changes to projected Sources and Uses of funds have been updated to reflect the most current forecasts. As changes, either

positive or negative, are incorporated into the financial plan the ending balances in the outer biennia are affected. The current pro forma, which incorporates actual tax collections and current forecast projections, predicts a positive ending balance of approximately \$7.1 million by the end of the 2011-13 biennium. The November 2003 pro forma predicted a negative \$1.1 million shortfall. This change is primarily due to HB 2683, which moved fee revenues from the Multimodal account into the 2003 Transportation (Nickel) account.

As stated previously, for the ten-year period, gas tax receipts were up slightly from the November 2003 forecast (\$19.7 million) and licenses, permits and fees were up (\$47.5 million). Key economic variables, tax receipts, and interest rates, will continue to change over time. Future updates to forecasts as well as inclusion of more actual receipts will further impact the final ending balance. Additionally, actual and revised assumptions pertaining to bond sales and debt service will continue to be incorporated and likewise will impact the outlook for the final ending balance.

### Transportation 2003 (Nickel) Account 2003-2005 Budget and Ten-Year Financial Plan

February 2004 forecast with 2004 Legislative Session Impacts

Dollars in Millions

	03-05	05-07	07-09	09-11	11-13	Ten-Year Total
<b>Balance Forward from Previous Biennium</b>	\$0.0	\$1.5	\$1.0	\$0.3	\$4.2	
Minimum Fund Balance	(\$5.0)					
<b>Sources:</b>						
Gas Tax Revenues ( 5¢ tax)	297.9	344.6	358.6	370.9	381.1	1,753.2
Licenses, Permits and Fees Revenues	23.2	24.2	26.6	28.8	29.6	132.4
LPF Re-distribution Legislation (HB 2483)	1.8	3.7	9.4	15.4	15.9	46.2
I-776 Impact (loss of revenue)	(2.6)	(2.7)	(2.8)	(2.9)	(3.0)	(14.0)
Interest Earnings	2.8	3.0	3.0	3.0	3.0	14.8
Bond Proceeds	275.0	662.0	746.0	498.0	335.0	2,516.0
Federal Funds	0.0	0.0	0.0	0.0	0.0	0.0
Local Funds	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Sources of Funds</b>	<b>\$598.0</b>	<b>\$1,034.8</b>	<b>\$1,140.8</b>	<b>\$913.3</b>	<b>\$761.7</b>	<b>\$4,448.5</b>
<b>Uses:</b>						
Cost of Bond Issuance	0.7	1.7	1.9	1.2	0.8	6.3
Bond Sale Underwriters Discount	2.1	5.0	5.6	3.7	2.5	18.9
Debt Service Withholding	22.5	96.0	199.2	268.2	326.4	912.3
Highway Improvements	558.5	887.8	831.6	588.4	318.2	3,184.5
Highway Preservation	2.0	10.3	5.0	20.3	107.0	144.6
Washington State Ferry Construction	5.7	34.5	98.3	27.4	3.9	169.9
<b>Total Uses of Funds</b>	<b>\$591.5</b>	<b>\$1,035.2</b>	<b>\$1,141.6</b>	<b>\$909.3</b>	<b>\$758.9</b>	<b>\$4,436.5</b>
<b>Biennium Ending Balance</b>	<b>\$1.5</b>	<b>\$1.0</b>	<b>\$0.3</b>	<b>\$4.2</b>	<b>\$7.0</b>	<b>\$7.0</b>

## Financial Plans for Accounts Supporting the 2003 Funding Package

### Multimodal Transportation Account

The Multimodal Transportation Account was established several years ago as the repository for tax revenues and operating and capital expenditures not restricted by the 18th Amendment. The 2003 Transportation Funding Package directs receipts to this account from the additional 0.3% sales tax on new and used vehicles and the license plate number retention fee. The most significant pre-existing tax deposited to this account is the rental car tax. The 2003 Funding Package also directs bond proceeds from the \$349.5 million State GO authorization to this account.

The Multimodal Account includes changes to projected sources of funds, based on six months of actual receipts and

current forecast data. As stated above, projected revenues from licenses, permits and fees for the ten-year period declined from the November 2003 forecast (-\$47.5 million) due to HB 2483 which changed the distribution of fee revenue. Monies previously deposited into this account are now distributed to other accounts. In addition, a modification was made to anticipated federal funds for rail. Due to the current uncertain state of federal transportation funding, anticipated federal funds in the outer biennia were lowered significantly, as were projected expenditures. Previously, the projected ending balance for the 2011-2013 biennium was \$63.6 million; it is now projected to be \$11.6 million.

### Multimodal Account 2003-2005 Budget and Ten-Year Financial Plan

February 2004 forecast with 2004 Legislative Session Impacts

Dollars in Millions

	03-05	05-07	07-09	09-11	11-13	Ten-Year Total	
<b>Balance Forward from Previous Biennium</b>	\$14.1	\$4.4	\$0.0	\$1.8	\$8.0		
<b>Sources:</b>							
Licenses, Permits Fees Distr	24.5	26.2	23.8	28.5	29.4	132.4	
LPF Re-distribution Legislation (HB 2483)	(4.4)	(9.0)	(9.2)	(9.5)	(9.8)	(41.9)	
Rental Car Tax up	44.3	49.2	55.7	61.3	67.2	277.5	
Sales Tax on New & Used Car Sales	60.6	64.9	68.4	71.5	75.5	340.9	Funding from the 2003 Legislative Package
Miscellaneous Income	1.3	1.3	1.3	1.3	1.3	6.5	
Bond Proceeds	47.8	43.7	128.7	89.6	39.8	349.5	Bond authorization from the 2003 Legislative Package
Federal Revenue	14.7	7.4	5.5	5.6	5.7	38.8	
Local Revenue	9.9	0.2	0.2	0.2	0.2	10.6	
<b>Total Sources of Funds</b>	<b>\$198.7</b>	<b>\$183.8</b>	<b>\$274.3</b>	<b>\$248.4</b>	<b>\$209.1</b>	<b>\$1,114.3</b>	
<b>Operating Uses:</b>							
Cost of Bond Issuance	0.1	0.1	0.3	0.2	0.1	0.9	
Bond Sale Underwriters Discount	0.4	0.3	1.0	0.7	0.3	2.6	
Debt Service	1.9	9.0	19.1	32.1	43.4	105.5	
CRT Tax Credits	4.5	4.5	4.5	4.5	4.5	22.5	
Transfers to Other Accounts & Agencies	5.4					5.4	
WSDOT Program Support & Planning	4.8	4.4	4.6	4.7	4.8	23.3	
Public Transportation	49.8	51.5	55.8	60.1	63.5	280.8	
WSF Maintenance and Operations	5.1	5.3	5.4	5.5	5.6	26.8	
Rail	34.1	38.5	39.3	40.2	41.0	193.1	
<b>Total Operating Uses of Funds</b>	<b>\$106.1</b>	<b>\$113.6</b>	<b>\$129.9</b>	<b>\$147.9</b>	<b>\$163.3</b>	<b>\$660.8</b>	
<b>Capital Uses:</b>							
Hwy Preservation P0C	1.7	25.0	10.0	0.0	0.0	36.7	
WSF Construction W0C	13.4	8.2	60.7	47.3	0.0	129.6	Projects funded primarily from bonding authority provided in the 2003 funding package
Rail Y0C	55.2	35.4	71.8	47.1	42.3	251.8	
Local Programs Z0C	32.0	6.0	0.0	0.0	0.0	38.0	
<b>Total Capital Uses of Funds</b>	<b>\$102.3</b>	<b>\$74.6</b>	<b>\$142.6</b>	<b>\$94.3</b>	<b>\$42.3</b>	<b>\$456.0</b>	
<b>Biennium Ending Balance</b>	<b>\$4.4</b>	<b>\$0.0</b>	<b>\$1.8</b>	<b>\$8.0</b>	<b>\$11.6</b>	<b>\$11.6</b>	

# Program Management Information

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## Right of Way Acquisition

WSDOT is pursuing funding for early acquisitions on proposed projects and seeking FHWA participation as permitted. Limitations are that early acquisition by condemnation cannot take place until a project's environmental documentation is complete and an acquisition must be a complete property purchase. When property is acquired by negotiation without threat of eminent domain, WSDOT must pay Real Estate Excise Tax on the purchase price. This additional cost is small when considered against rapidly rising land costs.



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## **Utilities Relocation**

As of March 31, 2004, no utility relocation issue has caused a Nickel Fund project to go on Watch List status.

### **Coordination Efforts**

Below are highlights of WSDOT's coordination efforts during the quarter under review:

#### **SR 240 – Tri-Cities Additional Lanes**

A joint City of Richland power and Charter Communications project involving cable installation, and relocation work began on March 21, 2004, eight months ahead of the planned ad date. WSDOT has started work on all agreements needed for the project. Agreements with Columbia Irrigation District and Verizon Communications have been completed.

#### **SR 161 – Corridor Improvements – 176th to 234th**

*Project section from 204th to 234th* - There are eight different utilities affected by this project. A majority of utility conflicts should be cleared by May 1, 2004. Work on the communication facilities may still be ongoing when roadway work commences. This project is currently under contract and roadway improvement work is expected to start the beginning of May.

*Project section from 176th to 204th* - It is anticipated that this project will go to ad in November 2004 with a spring construction start. There are seven different utilities impacted in this segment of the corridor. The department may have some cost responsibility in various locations due to existing utility easements.

*Project section from 112th Street South to the Roy Wye* - The department is supporting a joint utility trench due to limited right of way and nine different utility interests. Preliminary joint trench designs have been received and estimates for the construction of the utility trench include 260 working days. Ongoing coordination efforts are underway to minimize impacts to Parkland Light and Water facilities within the corridor.

#### **I-5 – Widen Each Direction from Salmon Creek to I-205**

With the demolition of the existing NE 129th St. bridge, many utility companies needed to temporarily find alternative routes across I-5. Qwest and Clark County Public Utilities chose to place temporary lines to the south of NE 129th St and will move the permanent crossing into conduit on the new structure once it is built. NW Natural Gas utilized a directional bore to place its gas line underneath I-5 to the south of NE 129th. Comcast worked with WSDOT to place its lines in an existing empty conduit on the NE 134th St. structure. Verizon also had some concerns with a temporary crossing and worked with WSDOT to move its fiber optic line south of NE 129th St. where it would not be in conflict with any other items of work.

These changes to the permanent crossings have reduced the contractor's risk by reducing potential utility conflict points and will allow the contractor to begin the bridge construction without delay.

#### **U.S. 395 North Spokane Corridor - Gerlach to Wandermere**

An agreement has been made with Bonneville Power Administration to initiate design work on tower relocation and reconstruction. The design work is to be completed by April 2004. Construction is scheduled to begin in November 2004. WSDOT is also beginning work with Williams Gas to relocate a natural gas distribution line affected by the project.

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**Environmental Documentation,  
Review, Permitting, and Compliance:  
Performance to Date**

**Compliance with the Endangered Species Act**

Almost 40 Nickel projects remain to be advertised for construction in this biennium according to the delivery plan in the 2003 Transportation Funding Package. Twenty-seven of these projects have completed their required consultations under Section 7 of the Endangered Species Act. Two projects will not require Section 7 consultation, as no federal funding will be used in these projects. Seven other projects are still in preliminary stages of design and do not have completed biological assessments. As a result, consultation has not yet begun on these projects. Finally three projects are local agencies projects.

**Current Status and Impacts of New FHWA Requirement**

Much of the backlog at the services has been eliminated and the consultation process is currently moving more smoothly. However, WSDOT is concerned about a recent clarification from FHWA that Endangered Species Act consultations should be complete before FHWA finalizes environmental review documents (Documented Categorical Exclusions, Environmental Assessments, and Environmental Impact Statements). The effect of this change is to require consultation earlier in the life of a project when less project detail is available. This will require that the services approve performance-based standards for projects to meet, rather than relying on site-specific design information. This process could slow down the consultation process for the remaining 2003 Transportation Funding Package list projects. We will be evaluating this change to determine whether it creates problems for completing environmental review documentation and consultations in a timely manner.

**No Quarter Three Consultant Projects**

There are no 2003 Transportation Funding Package projects currently undergoing consultation with the US Fish and Wildlife Service and National Office of Atmospheric Administration – Fisheries (Services). Three projects (SR 7 – SR 507 to SR 512, SR 9 Nooksack Road Vicinity to Cherry Street and SR 167 – 15 St. SW to 15th St. NW – HOV) are expected to enter consultation in quarter four.

**MAP Team Status and Update**

The Multi-Agency Permitting Team (MAP Team) has been engaged since early November 2003. The King County Department of Development and Environmental Services has recently joined the MAP Team agency participation. The team is responsible for working together on selected transportation projects to address and minimize risks associated with the environmental permitting process and to target opportunities to improve environmental quality.

In the original planning stages, the MAP Team took on 55 projects with the potential to progress successfully through the multi agency team approach to permitting. Of the 55, 18 projects were subsequently eliminated based on revised permit needs and permitting schedules. Projects are now added or eliminated on a case-by-case basis. Currently 40 projects are assigned to the team, of which 13 are 2003 Transportation Funding Package projects. The 13 projects include three projects on the Watch List:

- SR 167, 15th Street SW to 15th Street NW
- SR 24/I-82 to Keys Road
- SR 543/I-5 to International Boundary

**Compliance**

In past editions of the *Gray Notebook*, we have reported on our permit compliance assurance efforts. Unfortunately, a serious recent environmental permit violation has served as a reminder that our compliance aspirations still require more attention. Plans to improve compliance will be reported in future editions.

*Wetlands violations on the SR 18 Project*

A wetland permit violation on the SR 18, Maple Valley to Issaquah Hobart Road widening project (not a Nickel Fund project) caused WSDOT and its contractor to stop work in and near environmentally sensitive areas on April 26, 2004. While preparing to enhance a 20-acre wetland, workers placed fill on 1.1 wetland acres, a violation of the project's permit. WSDOT reported the violation to the US Army Corps of Engineers, the Washington State Department of Ecology, and King County. The Corps directed WSDOT to stop work in wetland sites until a permit revision is approved. Work will resume in other mitigation sites only when the areas are clearly marked, and crews working for WSDOT and the Contractor have reviewed the permit conditions and allowable methods of work.

In addition to the work stoppage in sensitive areas, WSDOT environmental experts are investigating the incident and will issue a report by the end of May, 2004 of their findings on how the violation came to occur. Highway construction work continues outside of the sensitive areas. Further enforcement action by regulating agencies including fines may likely emerge.

## Construction Employment Information

### How many construction workers are at work on the 2003 Transportation Funding Package projects?

We have asked contractors on the 2003 Transportation Funding Package projects in construction to provide WSDOT with a “snapshot” estimate of the “average” direct job site employment on each job over the course of the quarter. The following table captures the prime contractors’ responses for their own work and their on-site subcontractors on the projects that have already gone into construction.

Of course, direct employment is only the first of the economic benefits of the construction activity. Labor economists have extensively examined the direct and indirect benefits of construction employment. A useful guide is the Associated General Contractors of Washington’s *Economic Impact of the Construction Industry on the State of Washington, 2002 Update* (prepared by the University of Washington).

### Average Number of Employees for Prime and Sub Contractors

2003 Transportation Funding Package Projects

Project/Contractor	Oct.-Dec. 2003	Jan.-March 2004
I-5 Widen Each Direction from Salmon Creek to I-205: Hamilton Construction	24 Prime 24 Subcontractor	39 Prime 27 Subcontractor
SR 500, New Interchange and Additional Lanes: Tapani Underground Inc.	21 Prime 18 Subcontractor	38 Prime 23 Subcontractor
I-90, Build Lanes from Argonne to Sullivan Road Scarsella Brothers Inc.	19 Prime 13 Subcontractor	38 Prime 23 Subcontractor
I-90, Ryegrass Summit to Vantage Superior Paving Company	14 Prime 10 Subcontractor	13 Prime 10 Subcontractor
I-90, Highline Canal to Elk Heights Scarsella Brothers Inc.	17 Prime 12 Subcontractor	3 Prime 13 Subcontractor
I-82/U.S. 395 Interchange-Roadside Safety Transtate Paving Company	6 Prime 2 Subcontractor	Project Complete
SR 124, East Jct. SR 12-Reconstruction Transtate Paving Company	Prior to start date	3 Prime 2 Subcontractor
SR 9/SR 528 Intersection Signal Signal Electric Company	Data not available	

### Upcoming Projects

Look for employment information for these projects in next quarter’s *Gray Notebook*.

- SR 16, HOV Improvements between Olympic View Drive and Union Ave: Tri-State Construction, Inc.
- U.S. 97A, Entiat Park Entrance-Turn Lanes: Basin Paving Company
- SR 161, 234th Street to 204th Street E: Scarsella Brothers Inc.
- SR 203, NE 124th/Novelty Rd: Vic Wilder Construction Company
- U.S. 395, Kennewick Variable: Message Sign Colvico, Inc.
- SR 527, 132nd SE to 112th SE (Additional Lanes): KLB Construction, Inc.
- U.S. 395, North Spokane Corridor – Francis Ave to Farwell Rd

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**Construction Safety Information**

This section of the Beige Pages is attempting to track the job site safety record on the 2003 Transportation Funding Package projects. All recordable injuries will be recorded for both WSDOT personnel as well as the contractors engaged by WSDOT to perform the construction work. This information will be combined into a single number indicating the total number of recordable injuries per project per quarter. *A recordable injury is defined as a standard measure that includes all work related deaths and work related illnesses and injuries, which result in death, loss of consciousness, days away from work, days of restricted work or medical treatment beyond first aid.*

<b>Project/Contractor</b>	<b>Recordable Injuries for Jan-March 2004</b>
I-5 Widen Each Direction from Salmon Creek to I-205 Hamilton Construction	0
SR 500 New Interchange and Additional Lanes Tapani Underground Inc.	1
I-90, Build Lanes from Argonne to Sullivan Road Scarsella Brothers Inc.	0
I-90, Ryegrass Summit to Vantage Superior Paving Company	0
I-90, Highline Canal to Elk Heights Scarsella Brothers Inc.	0
I-82/U.S. 395 Interchange-Roadside Safety Transtate Paving Company	Project Complete
SR 124, East Jct. SR 12-Reconstruction Transtate Paving Company	Data Not Available
SR 9/SR 528 Intersection Signal: Signal Electric Company	Data Not Available

**Upcoming Projects**

Look for safety data for these projects expected to start construction shortly in the next *Gray Notebook*.

- SR 16, HOV Improvements between Olympic View Drive and Union Ave: Tri-State Construction, Inc.
- U.S. 97A, Entiat Park Entrance-Turn Lanes: Basin Paving Company
- SR 161, 234th Street to 204th Street E: Scarsella Brothers Inc.
- SR 203, NE 124th/Novelty Rd Vic: Wilder Construction Company
- U.S. 395, Kennewick Variable Message Sign: Colvico, Inc
- SR 527, 132nd SE to 112th SE (Additional Lanes): KLB Construction, Inc.
- U.S. 395, North Spokane Corridor – Francis Ave to Farwell Rd: Max J. Kenney

## Consultant Utilization

WSDOT this quarter increased the use of specialized consultant expertise by adding subject matter experts in the fields of:

- Design/Build solicitation packages and contract preparation
- Preparation of more reader-friendly Environmental Documentation
- Selection of replacement contracts for the ongoing Cost Risk Assessment process
- Regional Transportation Investment District Engineering Cost Estimate Review

### Regional Transportation Improvement District Projects

The 2003-2005 Transportation Budget requires the Regional Transportation Improvement District (RTID) to conduct an independent review of all project scopes and budgets prior to placing projects on the ballot. National and/or international experts with experience in a wide range of engineering disciplines and in cost risk assessment were solicited through advertisement both locally and nationally.

Four main firms submitted Statements of Qualifications including an array of subject matter experts as sub-consultants. The RTID Selection Panel met, reviewed submitted statements and narrowed the list to three firms for interviews. In the period between the end of the quarter and the date of this report, the first-rated firm was found, in the course of contract negotiations, to be unable to perform the contract in accordance with the schedule needs of the project and negotiations were terminated. The second-ranked firm US Cost, Inc. has entered into its engagement and begun work.

### On-Call Services

The on-call agreements put in place in 2002 to provide quick response to project needs for Urban Corridors Office, has become a model for statewide on-call arrangements. Combining the statewide on-calls with the Urban Corridors on-calls, WSDOT currently has over 350 different consulting firms, in seven broad categories, committed to providing services on short notice to WSDOT. These firms range from single person consultants to large, multi-tiered organizations and many have internationally recognized experts on staff.

### Specific Projects

Currently more than 30 different primes and an even larger number of sub-consultants are under contract to provide services on specific 2003 Transportation Funding Package projects across the State.

### New Project Authorizations

New authorizations for consultant work are reported as they occur each quarter of the biennium. The net total of new authorizations during this quarter for work not previously authorized was \$12.4 million. The total consultant agreement work authorized to date for the 2003 Transportation Funding Package is now \$78 million.

Project	3rd Qtr Authorizations
I-405 Congestion Relief & Bus Rapid Transit (BRT) Projects	\$1,055,449
SR 509/I-5 Freight & Congestion Relief Project	\$310,950
SR 509, South Access Project	\$27,847
SR 520, Bridge Replacement & HOV Project	(\$157,227)
SR 99/Alaskan Way Viaduct & Seattle Seawall Replacement	\$142,186
Other UCO On-Call Efforts in Support of Projects	\$173,596
I-5/SR 161, SR 18 I/Cs (Triangle)	\$1,181,357
I-5, Everett SR 526 to U.S. 2 HOV	\$2,795,682
SR 18, Issaquah Hobart to I-90 Widening	\$2,997,521
SR 20, Fredonia to I-5 Added Lanes	\$24,582
SR 522, Snohomish R Br to US 2	\$668,124
SR 527, Roadside Restoration	\$46,217
SR 539/I-5 Improved Access	\$3,028,868
SR 704, Cross Base Highway	\$81,152